

CLASSIFIED MESSAGE

~~SECRET~~

DATE

2220Z 27 JUN 62

ROUTING

1	4
2	5
3	6

PROD

TO : DIRECTOR

FROM :

ACTION: DPD (1-2-3-4-5-6-7-8-9-10)

INFO : S/C (11)

NJI

TOR: 2249Z 27 JUN 62

EO 12958 3.3 (b) (1) (b) (5)
(N)

OPERATIONAL IMMEDIATE

OPERATIONAL IMMEDIATE

WE/9C

Bob

IN 40709

TO OPIM

INFO

CITE

5159

OXCART

NO NITE ACTION

EYES ONLY MR KIEFER, COL BEERLI, AND MR PARANGOSKY

FLIGHT 16 AIRBORNE TODAY JUNE 27 AT 11:30 PDT. THE FLIGHT LASTED 58 MINUTES. THE PRIMARY OBJECTIVE WAS TO INVESTIGATE TAIL VIBRATION AT 400 KEAS AT 40,000 FEET. THE INSIDE OF BOTH VERTICAL TAILS AND THE TOP SURFACES OF THE NACELLES HAVE BEEN TUFTED AND MOVIES ARE BEING TAKEN DURING FLIGHT TO DETERMINE IF AND WHEN SEPARATION OCCURS AND ITS APPARENT COURSES.

TAKE OFF WAS MADE ON AB AND WATER AT 85,000 POUNDS AND USED 6,300 FEET OF RUNWAY. THE AIRCRAFT WAS CLIMBED TO 20,000 FEET WHERE A LEVEL FLIGHT RUN WAS MADE AT 400 KEAS. THIS WAS FOLLOWED BY A LEVEL FLIGHT RUN OF 380 KEAS AT 30,000 FEET AND 400 KEAS AT 35,000 FEET. THERE WERE NO NOTICEABLE EFFECTS ON THE TAIL. THE AIRCRAFT WAS THEN CLIMBED TO 42,000 FEET HOLDING A STEADY 400 KEAS. NO EFFECTS WERE NOTICED UNTIL 41,000 FEET AND M. 1.41 WAS REACHED AT WHICH TIME THE AIRCRAFT STARTED TO VIBRATE. THE VIBRATION INCREASED

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DATE: AUG 2007

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[REDACTED] 5159 (IN 40709)

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ED IN INTENSITY AS THE AIRCRAFT CLIMBED TO 42,000 AND REACHED M. 1.42. THE AIRCRAFT WAS THEN DECELERATED AND SEVERAL SAS GAIN CHECKS WERE RUN. HOWEVER, THE AIR WAS SO ROUGH IT WAS FELT TO BE FRUITLESS TO CONTINUE FLYING SO THE FLIGHT WAS TERMINATED.

THE MAIN THING LEARNED TO DATE IS THAT THE PROBLEM IS ASSOCIATED DIRECTLY WITH MACH NUMBER AND IS NOT A FLUTTER PROBLEM. WE WILL KEEP YOU INFORMED AS MORE INFO BECOMES AVAILABLE.

FLIGHT 17 IS SCHEDULED FOR 8:00 PDT JUNE 28 FOR FURTHER INVESTIGATION OF THIS PROBLEM.

THE KC-135 WILL BE AT [REDACTED] FOR FLUSHING AND CREW BRIEFING ON JULY 5 AND 6. IT WILL THEN RETURN TO CASTLE AFB UNTIL THE WEEK OF JULY 9TH, DURING WHICH IT WILL BE AVAILABLE FOR 3 REFUELING SORTIES WITH THE A-12.

END OF MESSAGE

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